



Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC

Managers of the "MARRINER RESERVE RAILWAY"

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TRACK RUNNING

This is held on the FIRST and THIRD Sunday of each month, from 1 pm to 4 pm Summer and 1 pm to 3 pm during the Winter. All club members are welcome to attend and help out with loco coaling, watering and passenger marshalling - none of the tasks being at all difficult. We may even offer you a cuppa.

Visiting club members are always welcome at the track, at the monthly meeting, or if just visiting and wishing to make contact with members, please phone one of the above office bearers.

Sender:- PNMEC
22b Haydon St,
Palmerston North 4414

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This Months Featured Model



Report on the October Meeting.

Chris Saunders gave a talk on his visit to the London Museum of Water and Steam previously known as the Kew Pumping Station. We were able to see the projected photos that Chris had taken at the Museum and they brought home to us all the fact that it is a very interesting place to visit. The Kew Pumping station was set up in the early 1800s to ensure a source of clean water available to the residents of London where contaminated water had been the cause of many outbreaks of cholera. One of the oldest engines there is a Maudsley and Chris's wife Glenice was invited by the Museum staff to close off the steam supply to the engine at the end of its half hour demonstration run. For this effort she received a Certificate acknowledging the achievement.



Graeme Hall visited the UK earlier this year and was able to attend the Bristol Model Engineering Exhibition where he was greatly interested in the display of Hot Air Engines. Since his return he has been busy in the workshop building a Stirling, Linear, Bell-crank Hot Air Engine. He showed us the engine and it is not far from running.

Fred Kent had a silver coffee pot which was showing signs of damage and he asked if any of the members knew who would be able to repair it. Take it to a silversmith was the advice.

Ian McLellan had the boiler for his 3½" Virginia on display. Just needing the firebox stays to complete the job.

Robert Edwards reminded members that they can get their PNMEC name badges through him. Just contact him and he will arrange manufacture.

The **Treasurer** noted that subs are coming in slowly and that if you haven't paid up yet please do so. These must be paid by 30 November. A \$10 joining fee will be required after that date including all outstanding fees paid to continue membership.

Club End of Year Dinner

PN Cosmopolitan Club

22 Linton Street
Palmerston North

Thursday 24 November 2016

Drinks 6pm Dinner 7pm

The cost is \$25 per person. (Pay as you arrive.)

They also have a licensed bar for you to purchase innervating liquids.

Bring the family and join us for a relaxing lead into the summer.

We look forward to seeing you there.

We need to give the restaurant an idea of numbers.

Please let us know if you plan to attend and how many there will be in your party.

Murray 326-9665, engineer@inspire.net.nz
Cynthia, 354-7100, cynthia@trains.net.nz

COMING EVENTS

Track running at Marriner Reserve Railway

December 4 th	1pm-4pm
December 18 th	1pm-4pm
January 15 th	1pm-4pm

For Sale

A TM-U3 Universal D BIT Grinder \$800.00. Also a 10" Elliot shaper with swivel vice \$750 contact Philip at 027-478-9004

For Sale

A four axis CNC System. Complete from mouse to software, 'Mach 3', 'Desk Engrave', and 'Cam Bah'. Price \$750 ono Contact 06 343 6512

The closing date for the January issue of The Generator is Friday 13th January

January Club Night

The January Club night will be the
Presidents BBQ
on 26 January 2017

It is the same location as last year.
All members, partners and kids are
welcome from 4.30pm

THIS MONTH'S FEATURED MODEL

By Doug Chambers

The round nut is off a late model Ducati motorcycle. It is different to the earlier models and has to be torqued to 100 ft/ lbs.

A friend of mine is a Ducati Specialist and he needed the special socket. He is not a Ducati Agent and therefore was going to have to pay a substantial amount for the Ducati tool.

I machined a 15/16" ¾ drive socket finishing off with a file and managed to get the desired fit, which was tapping on with a light hammer.

As many of you know I own an older Ducati and my friend has always looked after me as far as parts go. It gave me a good feeling to be able to do something for him for a change. It did cause me a bit of worry making the tool as it had to be right as my friend works to very high standards, but he was delighted with the job.

LETTER FROM ENGLAND

by Stan Compton

Last month I described the design of the 'Assault Landing Craft' as I found them on a small Naval Base on the River Hamble near the South Coast. I forgot to mention that when the time came to go into action it was found that the troops had to wait to gain access to the narrow ramp door before attempting a landing. This was due to the position of the helmsman in his location creating a bottleneck; other small landing craft were steered from the stern.

Recently my wife asked me why I bought an old 'Bradford van' when we arrived in New Zealand in the early 1960s. We arrived by sea with a German 'Hansa' car which I soon sold so that we could put a deposit on a house. I allowed myself one hundred pounds to replace the 'Hansa' and my choice was rather limited so the Bradford was 'it'. With hindsight I should have kept looking.

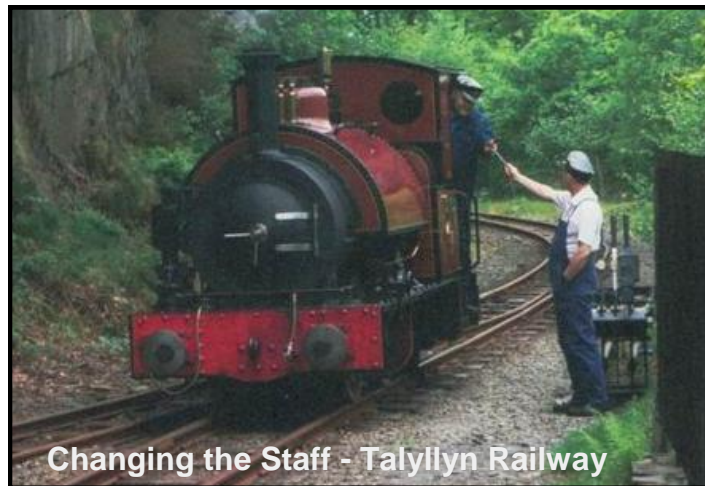
Later I found that the New Zealand Government were trying to save overseas funds and would

not spend money importing cars. One idea was to import parts to assemble a useful vehicle as a chassis and build the bodies locally to create employment. The old firm in Bradford had been trading as Jowett Motors for many years building a basic vehicle with a two cylinder horizontally opposed twin cylinder engine of 1005cc capacity and a deal was made. Incidentally they also exported two cars that some of you may remember, a saloon known as a 'Javelin' and a sports car of modern styling named the 'Jupiter'. So now I had a van with windows and seats for four, the previous owner had been a deer hunter and his sales pitch was all praise about how he used to plod along bush tracks and carry the hind-quarters of his quarry out of the bush, the fore-quarters left to rot. These were the days before a market was found for wild venison in Germany. I replaced the canvas covered roof with a sheet of steel and repainted it.

The cylinders were re-bored and the valves refaced with new valve springs as one does, more about those springs later. The vehicle looked quite smart in two tone brown and fawn and now I was to find how gutless the engine was. After the engine was run in we set off on a trip to Auckland and of course we had to cross the Desert Road, 53 km with no houses or garages and this was when the engine failed. I found a broken valve spring; remember the old ones had been replaced. Out came my toolbag and in the bottom I found a small coil spring that had come off a cot where it was used as a rebound spring. Luckily I had brought the correct tool to refit the valve and once fitted the engine was running again! We carried on to Rotorua where I found a garage who sold me a set of 'Terry' valve springs. Fortunately the valve springs were easy to change as all the other springs broke. Later when we got back home I complained to the agency about the poor quality of the springs they had sold me. I was laughed at "What do you expect from a locally made product?"

Have you ever heard of a 'speed wobble' in a motor car? This was common in the early days of motoring so imagine my surprise to find the 'Bradford' would do this on a rough patch of road surface at 30mph. The steering wheel thrashed about, one had to stop the car and start again. I was advised to re-set the front leaf springs and how to do it by an old blacksmith. New kingpins and bushes were fitted at the same time but there was no improvement.

Later I was advised to fit a shock absorber to the track rod. It was a pity I did not replace the original engine with one from a Ford car as many people did. On a trip to Hastings with a trailer on we had to stay in second gear, (there were only three) all the way across the Takapau Plain. The trailer had all our camping gear aboard and our children still remember that holiday at Eskdale. A common problem with Lucas starter motors was that the drive pinion would jam into the ring gear. The proper way to free it was to turn the armature backwards by using a spanner on the square on the end of the shaft. I had shown Anne how to do this procedure but she had not reckoned on being six months pregnant and parked in the Square in Palmerston North when she had to lift the bonnet and apply the spanner to free the starter motor!!! Actually she was very good using the van for shopping, throwing it about with the high-g geared steering box (probably one of the reasons for the speed wobble) this being the kind of use it was designed for. I remember when quite young hearing the Jowett Van used by our milkman as it turned around to head back home, he was as regular as clockwork on his daily run. I read recently that there are eighteen 'Bradford Commercial' vehicles registered as vintage in the UK.



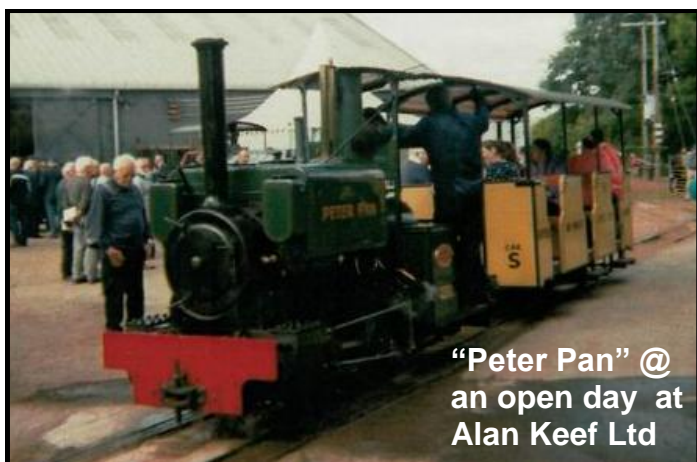
Changing the Staff - Talylyn Railway

On a different note, I have been reading about the late Fred Dibnah's early work. Did any of you recall seeing a TV programme where his first wife Allison was out in the rain in Blackpool holding the ladders for Fred so he could climb a small chimney to demolish it in payment for the new tube plate for his steam roller. Well the income tax man saw that clip on TV and made him pay dearly for the tube plate!

The Demise of Three and a Half inch Gauge Tracks

From the Editor

Every year we hear of more 3½" tracks being taken up and new tracks being built that do not have 3½" rails and frequently there are no 5" rails either. There is a huge difference in the cost of building 7¼" gauge locomotives against the smaller 5" gauge and 3½" gauge. Sure the big 7¼" locomotives haul lots of passengers and for many clubs; money has become the only consideration. I know of some owners of smaller locomotives who have been asked to retire their engines to the steaming bay so that the larger 'money-makers' can run without being held up but this does **not** happen at Marriner Reserve. During public running the smaller engines can join in even if they are too small to haul passengers. The passengers waiting for rides are fascinated by the small engine bravely hauling a driving truck and driver around. The smaller engines require a lot of skill in firing technique and the driver is kept busy concentrating on the job in hand. Our running days are on the first and third Sundays of each month and each Thursday several of us gather together to mow the grass, trim back shrubbery and generally tidy up. There are usually between two and four of the smaller locomotives in steam and I have been lucky enough to act as relief driver of Ian McLellan's 'Maisie' or 'Juliet' while



"Peter Pan" @ an open day at Alan Keef Ltd

I recall reading 'The Citadel' by A.J. Cronin about a young doctor in the Welsh Mining Valleys. There is a bit in the book about a dentist in the district who had a large family. It was in the 1920s and the dentist spent a lot of his time making his 'Jowett' three feet longer by cutting it in half to insert more steel into the chassis for a start. The mind boggles today to think that this would be attempted by an amateur!!

Ian has his morning tea. The track at Marriner Reserve is $\frac{1}{2}$ a kilometre long with a figure eight shape and a long 1:70 climb up the bank. It is a great pleasure to me that I have now mastered the art of driving these little engines to the stage at which I can run about fourteen laps without stopping and in fact the halt is only to refill the tender or tank as the water level disappears. It really surprises me how economic these small steam engines are. After about six laps the cylinders, superheaters get really hot and efficiency improves greatly to the extent that the 'Maisie' only needs about two or three teaspoons of coal per lap and I feel that our speed limit is probably being exceeded, however there are no passengers to be concerned about. At the moment I am building a boiler for a $7\frac{1}{4}$ " locomotive and I have a $3\frac{1}{2}$ " gauge locomotive in mind for my next project. Time will tell if that dream comes to fruition.



The photo is of Ian McLellan's 'Maisie', safety valves just starting to blow and awaiting the driver to take her out for another twelve to fourteen laps.

In the Newsletters from other Clubs

Blastpipe Petone

David Turner steamed his Wallis and Stevens 'Simplicity' roller on the 11th of September, the first time for some years.

Blastpipe Maidstone

Nathan Reynolds has bought the $3\frac{1}{2}$ " 'Britannia' advertised in last month's 'Blast Pipe'. It was built by the late Phil Davis about 1970-71 so it is good that it has returned to steam on its home track at Maidstone.

EBoP Model Engineers

Their President Dave Fitton has passed away. A sad loss for the club as Dave was a leading force in making the track at Whakatane a reality.

Whangarei Model Engineers

The 'Winterless North' seems to be getting a fair bit of rain that has disrupted their running

days and mid week work days.

Invercargill Model Engineers

A great effort by their members has seen the pond drained, cleaned and refilled. Some members have recently visited Owen Bennett who has a 12" to the foot scale traction engine, a steam powered motorcycle and what may be the oldest compound Foden traction engine in the World. It is numbered 280. At present Owen is building a four inch scale Burrell from plans supplied by Live Steam Models of England who normally supply the parts in kit form but freight costs meant that it was much easier for Owen to make the parts here.

Marlborough Model Engineers

Raised track extensions progressing well with much of the new track laid. On fine days there has been up to eleven sailing boats racing on the pond.

Nelson Model Engineers

Sunny Nelson? Their Spring Night Run had to be cancelled due to rain!! The coal shed is to be increased in size.



This photo was taken by my Great Uncle Bill Frazer. It shows an NZR 'A' climbing up to Otira. Being an engine driver he knew just where the fireman would be firing and he placed the camera and tripod accordingly. The catch was that this was printed as 'hand coloured slide'. Bill gave the slide to my parents but we were frustrated in that we could not view the picture on a screen as the hand coloured slide measures about 3" by 3" and will not fit standard projectors. My mother got the late Ivan Mandahl to get the picture on to a current sized slide and we could see it. I got the later slide reproduced on a colour print but during the processes we became unsure of which side of the slide was the correct one and the picture may be the wrong way around.



This truck and its load were photographed in Railway Road, Palmerston North recently. The truck had come from EastSteel in Dannevirke where the two black boilers had been made. The silver boiler was an original NZR Ww and had evidently been used as a pattern to ensure dimensions for the new boilers were correct. The truck was bound for Glenbrook where the new boilers will be fitted to their two NZR 'Ww's.

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